Our Idol.

PERSONALITATION.

Close the door lightly, Bridle the breath, Our little earth angel Is talking with death; Gently he woos her, She wishes to stay, His arms are about her-He bears her away.

Music comes floating
Down from the dome;
Angels are chanting
The sweet welcome home.
Come, stricken weeper 1
Come to the bed,
Gaze on the sleeper—
Our Idol is dead,

Smooth out the ringlets, Close the blue eye.— No wonder such beauty Was claimed in the sky; Was claimed in the say;
Cross the hands gently
O'er the white breast,
So loose a wild spirit
Strayed from the blest;
Bear her out softly,
This Idol of ours;
Let her grave slumbers
Be 'mid the sweet flowers.

Why Should I Love Thee ?

Why should I love thee ?- Fate has bid us sever, And damps our paths of life with many tears; Over our hearts a gloom is cast forever-And Sorrow shadows o'er our coming years

Why should I love thee?

Why should I love thee ?- soon must come parting,

Perhaps forever-full of bitter woo, The thought sends pain throughout my spirit darting.

A pang of grief that none but us can know Why should I love thee?

The Dragoon's Song.

The following song, highly popular around the camp-fires of the Dragoons, was composed by Lieu-tenant Anderson, 1st Dragoons. It is a parody on the favorite old song "Some Love to Roam," with

A sabre bright, is my delight, And a steed that loves the lea. A hardy band at a word's command-The life of a Dragoon free.

Now stirrups all, at the bugle's call, We're over the prairie wide, While every bound o'er the Indian ground, Is a pulse to our roving pride.

At set of sun, when our march is done Bright burns the biyoung, A song we troll and pludge the bowl, Here's health to our friends aback.

The bending sky is our canopy, And the turf shall our pillow be, No city clown in his bed of down. Sleeps half so sweet as wo.

The wary foe full well we know, And the path to his secret hold; No threat nor want the heart shall daunt, Of the Dragoon brave and bold.

With yell and groan whon the fray comes on. And the glorious charge rings out, On on we sweep like the angry deep, A crash ! and the foeman's rout !

No care have we for a ship at sea, Nor the miser's hoarded store, A steed and sword is the Dragoon's word-He cares not a jot for more.

With these, my beys, and the maid that joys, In the love of our heart so true, We'll live and ream o'er our prairie home Till death's bugle sounds tattoo.

The apparatus for pumping the air into the Senate Chamber at Washington, proves a perfect failure, so said, for no matter to what temperature the air may be heated, the currents entering the hall, near the floor, chill the gouty extremities of the old codgers who occupy the curule chairs. The amount of fuel consumed curule chairs. The amount of fuel consumed is great, and the consumption of gas is extrava-

"Neighbor Jones," said a rigid church mem-ber, "I have been informed that you often drive your team, and even go fishing and hunting on the Sabbath." "True," replied Jones, "but on them occasions I always whistle psalm

When rogues fall out, honest men get their

WAY DIFFERENT NATIONS TRAVEL -- A cent English writer thus sbetches the way different nations travel :

Of the Gormans, he says they travel much and well, but they are ponderons in research and learning, deep in statistics and analogies, and care little for the lighter teaches which brighten and shadow the life of man. The Spaniard seldom moves abroad except in his own land. The Russ travels luxuriously and diplomatically. Luxury is his recreation, politics his study. The Frenchman, with his Landers his study. gunge spoken, his customs and manners adop gange spoken, his customs and manners adopted, by one-third of the civilized world, is, perhaps, least of all men, a cosmopolitan—in the last at home among foreigners; he the least comprehends or understands the character or characteristics of another people. He is a poor traveller, and a worse colonist. The American is thus sketched: "No steam engine journeys more fiercely, or with more rapidity, than our kinsmen across the Atlantic. In doing a certain number of miles, a certain number of museums, cities, rivers, ruins, mountains, churches, in a certain number of weeks or churches, in a certain number of weeks or churches, in a certain number of weeks or months, he whips the whole world. His success in checking tavern bills, the skill with which he manages guides and post boys, the energy with which he surmounts difficulties, the perseverance with which he writes himself every day, and and at all times a United States citizen, are truly wonderful. His feet are unitring, his will unrelaxing—yet we cannot hold out to him the hand of fellowship, or recognize it him the write of travel. He is a great travel. out to him the hand of fellowship, or recognize in him the spirit of travel. He is a smart trav-eller, a regular go-ahead; but we find in his tracks little of the sentiment, the taste, or heart-fulness which are essentials of the gentle.

Temperance puts wood on the fire, flour in the barrel, meat in the larder, vigor in the body, intelligence in the brain and happiness in the whole family. Remember this all ye who drink, or would be tempted to do so.

There is something so low, coarse and wick-l in swearing, that it is surprising that mon who wish to be considered as wise and polite, should ever be found in the habit of it. It is a vice to which there is no temptation, and one of those sins which are presumptuous.

"O, mother," said a very little child, O, mother, said a very little cand, 'air.

W— does love sister Lucy; he sits by her, and hugs her, and whispers to her, and kisses her!" "Why, Charley, your sister don't suffer it, does she?" Suffer it, Ma? Why she likes it! and does the same to him."

MISCELLANEOUS ADVERTISEMENTS.

OVERLAND MAIL NOTICE - Change of How

O VERLAND MAIL NOTICE — Change of Hour. On and after 3d December, the Overland Mail Stage will leave San Francisco for St. Louis and Memphie at 12 o'clock M. on Monday and Friday of each week. Overland Express for Visalia, Fort Tejon and Los Angeles, on Monday, Wednesday and Eriday, at 12 o'clock M.

Overland Mail Company (via Los Angeles.)—Tariff of Prices. From San Francisco, or from any point on the route between San Francisco and Fort Yuma, to terminus of Facific Italinoid, or Ft. Smith, Ark., S109; From San Francisco to Visalia, \$20; From San Francisco to Los Angeles, \$40; From San Francisco to Los Angeles, \$40; From San Francisco to Fort Yuma, \$40. Way fare 10 cents per mile; no charge less than one dollar.

LOUIS McLANE,

LOUIS MCLANE. Agent O. M. Co., San Francisco

EL MOLINO DEL NORTE,

S. HART, Proprietor, Molino, El Paso County, Toxas.

Molino, El Paso County, Texas.

Office Sonora Exploring & Miwing Co.,
Tubac, Fob 10, 1859.

JOHN STREIT, was killed in a rencourse with
one Antonio Ellsner, on the 25th of December,
1858. Both persons were in the employment of this
company. Streit was a German by birth, aged
about 30; he was a cabinet maker by trade and at
the time of his death "head carpenter" of the company. His family yet reside in Germany but he is
said to have relatives living near San Antonio,
Texas. His friends can learn the particulars of his
death, and his legal representatives can obtain the
amount due him, on application to
S. H. LATHROP,
Director of the Mines, Tubac.

Office Sonora E. & Mining Co.

UNTIL THE POST OFFICE DEPARTMENT Commence regular mail service on the roumail will be sent from this office Friday of week to Tueson, to connect with the mail of Overland Mail Co., both East and West. A will be received at the office on Sunday of week.

S. H. LATHROP Treasur

Treasurer.

OFFICE SONORA EXPLORING & MINING Co. |
Tubac, Feb. 16, 1859.

H. J. OLDS.—Died of Consumption on the 27th
day of October, 1858, while in the employment of this company, H. J. Olds. Mr. Olds was an American, about 30 years of age, a carpenter by trade, has a brother somewhere in California, and is said to have a sister and other relations in Wisconsim. His relatives can learn the particulars of his death, and his lawful representatives can obtain the amount due him at the time of his death on application to S. H. LATHROP,

Director of the Mines, Tubac.

CHILDRESS & RICR, SAN ANTONIO, TEX-AS.—Manufacturers of Saidles and Horse Equipments of every description, of the latest pat-terns and best quality. Orders to any part of the country promptly attended to.

MORRIS & BRO.
CLOTHING MERCHANTS, RAN ANTONIO, TEXAS.

BAUGHN & WALKER Forwarding and Commission Merchants, PORT LAVACA, TEXAS.

Cash advanced on Consignments, and Merchan-

EL PASO HOTEL,

Mason B. W. Gintoek. Preprietor.
ET. PASC, TEXAS:
Every attention paid to the comfort of travelers, and charges underste.

CROWELL & CRANE TW HI O E. E. S. A.L. E. E. R. R. E. G. G. E. S. T. S., Corner of Front and Cay Streets, SAN FRANCISCO.

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BRISTOL FIRE-ARMS COMPANY. CHAS. JACKSON, Pres. Bristol, R. I.

Overland to the Pacific!

Overland to the Pacific!
THE SAN ANTONIO AND SAN DIEGO MAIL
Line, which has been in successful operation
since July, 1857, are ticketing Passengers through
to San Diego, and also to all intermediate stations.
Passengers and Express matter torwarded in new
coaches drawn by six mules over the entire length
of our Line, excepting the Colorado Desert of 100
miles, which we cross on mule back. Passengers
outheavers in their tickets to ride in Coaches, excepting the 100 miles, as above stated.
Passengers ticketed to and from San Antonio,
Texas, and
Fort Clark. Fort Fillmore.

Fort Fillmore, Fort Clark. Fort Hudson, La Mesilla,
Fort Lancaster, Tucson, Arizona,
Fort Davis, Fort Yuma,
El Paso, and San Diego.

The Coaches of our line leave semi-monthly from each end, on the 9th and 24th of each month, at six o'clock, A. M.

An armed escort travels through the Indian country, with each mail train, for the protection of the

try, with each mail train, for the protection of the mails and passengers.

Passengers are pravided with provisions during the trip, except where the couch stops at Public Rouses along the Line, at which each passenger will pay for his own meat.

Each passenger is allowed thirty pounds of personal baggage, exclusive of blankets and arms.

Passengers coming to San Antonio can take the Line of Mail Steamers from New Orleans twice a week to Indianola; from the latter place there is a failty line of four-horse mail conches direct to this

tally line of four-horse mail conches direct to this On the Pacific side, the California Steam Navi-

sation Company are running a first-class steamer emi-monthly to and from San Francisco and San Fare on this Line as follows, including rations:

| San Antonio to San Diego, . \$200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 | 200 |

Extra baggage, when corridt, 10 cents per pound El Paso, and 31 per pound to San Diego. Passengers can obtain all necessary outfits in

r further information, and for the purchase of For further information, and for the purchase of lickets, apply at the office of the Company in this city, or address I. C. WOODS, Superintendent of the fluc, care of American Coal Co., 50 Exchange Place, New York. G. H. GIDDINGS, R. E. DOYLE, Proprietors, San Antonio, July 1, 1858.

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io the correctness and diberality which have characterized all their dealings as some guarantee for what they will do in the future.

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